



**AMMC RACING**  
**2026 Ditchbanger Class Rules**

Live updated version found at on <https://ammcracing.org>

**No "Printed Rule Books" will be considered official unless it is printed and held by an AMMC Race Official.**

## **AMMC Racing Code of Conduct**

To ensure that AMMC RACING events are healthy and positive, this Code of Conduct sets forth conditions that Racers, Pit Crew and Families representing AMMC RACING are expected to follow and promote. It is our intent to have AMMC RACING represented in a positive manner with sportsmanship and fair play guiding our racers on the track and the pits. If racers cannot or will not uphold these conditions, those racers could face race SUSPENSION, DISQUALIFICATION, and/or loss of points for the event/season from AMMC RACING events by the officers of this club.

1. Be knowledgeable of AMMC RACING rules and regulations and follow them.
2. Racers and Pit Crew will conduct themselves in a manner that always represents good sportsmanship and fair play.
3. No rider, family or pit crew may be in possession of or under the influence of alcohol, marijuana, or illegal drugs of any nature before or during an AMMC event.
4. Tobacco use and/or Vaping will not be allowed in the staging area/pits and/or surrounding track.
5. Do not deliberately cut off, block, or run into other racers during practice or races.
6. No rider shall at any time ride in a manner that endangers his/her safety, the safety of other riders, officials, or the public.
7. Racers and Pit Crew must always refrain from foul language during all AMMC events.
8. Unnecessary trouble or unsportsmanlike conduct displayed by a rider, the rider's family or crew makes that rider subject to disqualification for the heat, day, or series as determined by the Director or Board.
9. Racers and Pit Crew are responsible for displaying good sportsmanship in winning and losing.
10. Racers and Pit Crew will treat all equipment (theirs and others) in the proper manner.
11. Racers, Pit Crew and/or family will not show or exhibit derogatory conduct toward any race officials before, during or after the races.
12. Racers and Pit Crew are NOT allowed to approach any race officials or flaggers on any calls. Any issues must be taken up with the "Race Director".
13. Pit Crew Members, Parents and/or designated guardians may not interfere with any racing on the track.
14. No Pets will be allowed on any course or designated pit area during an AMMC event. All pets must be leashed.

15. Every rider and all persons participating in, or in any way connected with any race, will be bound by these rules for competition. For clarification of any rule, see the Race Director.
16. All racers and parents will be required to sign a physical copy of this Code of Conduct in person at their first race event of the season.

### **RACE DAY CONCERNS**

1. If there is a concern that needs to be brought to the attention of the Race Director or Race Officials, the concerned parties will need to request a quorum immediately following the heat of concern. (If the issue is not of immediate concern, AMMC Racing requests concerned parties to wait until the end of the day's racing events, and speak to their concern prior to the start of awards.)
2. After the quorum (AMMC Race Director +AMMC Officials/Board Members) has been assembled, they will hear the concerns/grievances of the concerned party.
3. AMMC Racing and its Officials/Board Directors reserve the right to "table" the concerns to be addressed in an official capacity at the next board meeting following the race event of concern.
4. AMMC Racing Members are always encouraged to attend AMMC Racing board meetings as guests, and they can present their concerns at the guest portion of the meeting for the board to review/determine a course of action.

### **SPORTSMANSHIP**

The number one goal is good sportsmanship. Your racers must respect the board members, flaggers, other parents, and the other racers always. We have a no tolerance policy for bad sportsmanship.

### **PARENTS WITH YOUTH RACERS**

You are a huge part of this organization and very appreciated. We rely heavily on your cooperation and parenting; we expect positive behavior.

You may not always agree with the board members, and that is okay, but we ask that disagreements be handled appropriately.

Please talk to the board members if you are having an issue. Don't scream and yell at the lap counters, flaggers, pit boss, or any of the volunteers. This behavior can cause you to be removed from the pits.

Everyone gets heated from time to time. If this happens during the season, please allow yourself a 24-hour cooling off period before approaching the staff.

We all want what is best for your child and the races so please come to us with a willingness to hear our side and work through the issue/s and we will do the same.

Everyone makes mistakes from time to time; remember AMMC Racing is an organization made entirely of volunteers.

**ALL PARTICIPATING PARTIES MUST BRING A COPY OF THE SIGNED AND DATED AMMC RACING 2026 CODE OF CONDUCT TO BE TURNED INTO AMMC RACE OFFICIALS AT CHECK IN ON THE FIRST DATE OF EACH RACERS PARTICIPATION.**

PARENT, PRINTED NAME: \_\_\_\_\_

PARENT, SIGNATURE: \_\_\_\_\_

RACER, PRINTED NAME: \_\_\_\_\_

RACER, SIGNATURE: \_\_\_\_\_

**Safety rules and guidelines contained herein are of utmost importance. All participants must be concerned with safety and be familiar with these rules and guidelines. However, AMMC Racing does not warrant, guarantee or ensure safety even if the rules are enforced/or adhered to. Moreover, each participant in competition has the responsibility to assess the safety aspect of the facilities and conditions and must assume the risk of competition.**

#### Registration and Entry

1. Race registration will officially be closed to new entries at 10PM on the evening prior to race day. If you are not registered prior to the cutoff, you will be ineligible to race that event.
2. **No day of race registrations will be allowed.** (First time racers could have an exception at the discretion of AMMC Racing Officials.)
3. All first time racers must contact an AMMC Race official to obtain an available and approved number. (For number decal requirements on sleds, see General Rules.)
4. Refunds for a race entry will not be issued unless there is a substantial reason for the racer to not participate in the event. Race entry fees can be refunded or advanced to the next race in the series. If advanced there is a charge that will be required to be paid by the racer.

#### Day of Race Arrival & Tech Inspection

1. All sled(s) must be within the pits a minimum of 2 hours prior to the race event starting.
2. For example if the race start time is 11AM, sled(s) will need to be in the pits and unloaded by 9AM.
3. Any sled(s) that is not in the pits 2 hours prior to tech inspection, could result in the racer not being allowed to participate in the day's race events.
4. If you encounter significant delays that would result in your sled(s) not being in pits 2 hours ahead of tech inspection, please contact an AMMC Racing registration official ASAP.

#### Rule Supplements

1. AMMC Racing reserves the right to modify the rules of competition at any time.

2. Rule supplements, additions or corrections will be announced on the official website. Upon such announcement the rule modifications will become effective and enforceable.
3. AMMC Racing will also update the official season rules document and all changes will be highlighted for visibility.

## **GENERAL RULES**

### **GENERAL COMPETITION**

1. Racer Number mandatory on Windshield/Front Cowling and on each side of the machine. Clear and visible. **(If your sled does not have the number represented in this way-contact Justin or Sadie Leader BEFORE the race event.)**
2. Racers will not leave the pits to approach the start line until they are directed to by an AMMC Racing Official.
3. Except for 120 Stock Classes (4-5 & 6-7) there will be no start assistance at the line. **This means you ditchbanger class, no emotional support crew at the start line.** Any crew members will be asked to step back prior to the green flag.
4. A race may be restarted if there is a wreck (a wreck is considered an incident involving 2 or more racers/sleds) in the first corner on the first lap of a heat. If half or more of the field of racers does not make it successfully through that corner, the race will be restarted. All racers will return to the start line and the race will not be restarted until it has been determined that all machines and racers are cleared and safe to begin competition once more.
5. AMMC Racing Race Director and Officials reserve the right to remove any sled from competition at any time due to safety concerns. These concerns can be mechanical in nature.

### **Race Starting Procedures**

1. All drivers must be assembled on the starting line, ready to race within two (2) minutes of the notification of their race. This is defined as when the sleds are summoned to leave the pits by an AMMC Race official. The two minute clock starts when the first sled of the group leaves the pits and enters the race course. All other sleds in the event/heat are required to be on the line within the two minute window.
2. All sleds on the starting line must have the track and both skis flat on the course surface, before the race official starts the race.
3. The racer's feet must be on the running boards or stirrups. The Race Director may disqualify a racer if the racer's method of start interferes with other racers.

- AMMC Racing will have a visible starting line that includes a physical rope/string that all racers will line up behind. Ski loops are not to cross the physical rope/string.

### **Blocking and Foolish Driving**

- The deliberate blocking of a faster snowmobile is cause for disqualification at the discretion of the Race Director.
- Bumping or cutting of lanes is cause for the racer to be removed from the event at the discretion of the Race Director.
- Any dangerous or foolish driving, bumping, chopping or unsportsmanlike conduct on the course, in the pit area, or anywhere else on the race grounds will subject contestant to disqualification at the discretion of the Race Director

### **MANDATORY SAFETY EQUIPMENT**

- Helmet:** All helmets must provide full protective coverage and meet the Snell Foundation's 2025 certification standards. Helmets with the 2020 Snell certification will be permitted for this season to accommodate availability during the transition period. Helmets certified under the European ECE 22.06 standard are also approved. These are also mandatory in the tune-up area. The helmet must be securely fastened at all times. Helmet must display original ECE, or Snell decal as provided by the manufacturer. Decals that are covered or eliminated will be cause for rejection of the helmet.
- The use of upper body protection equipment is mandatory, except for enclosed cockpits. The upper body protection must cover all body areas shown in illustration. It will protect the driver in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule. Competing with upper body protection that is not the same as presented at safety inspection will result in disqualification.



#### **Must have these 4 things**

- Chest Protection**
- Back Protection**
- Shoulder pads**
- Kidney protection**

- Optional**
- Arm Pads**

#### **ISR requirements**

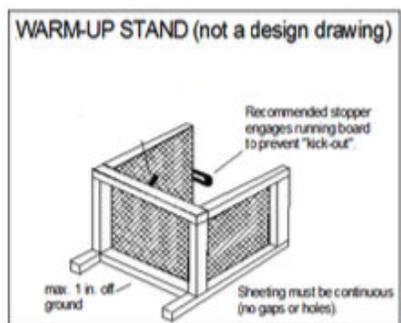
The upper body protection must cover all body areas shown in illustration. It will protect the driver in mid-body and back areas and be capable of resisting penetration and dissipating force of impacts while absorbing the shock of most blows. Typical motocross vests do not meet this rule.



3. Shin and knee guards are mandatory. Shin and knee guards will be worn on both legs. The shin guard must extend from the top of the instep to above the kneecap and be constructed of an impenetrable material.
4. Above ankle boots (Above ankle boots must have a minimum of 6 inches above the ankle.)
5. Eye Protection mandatory; facemasks may be required at the starting line at the discretion of the AMMC Race Director.
6. Racers with long hair-hair must be tucked inside a helmet.
7. Mouth guards are mandatory in Sno-Cross racing (Classes 200, 206 and Up). Mouth guards must remain in place for the duration of the race.
8. All sleds must be equipped with a tether switch that must always be attached to the racer and be operable. The switch must “kill” the engine by disconnecting the ignition system when the operator and the snowmobile become separated.
9. Neck bracing is driver preference and is not required.
10. Hoods and hooded coats are not recommended.
11. Upper arm pads and elbow pads are highly recommended in all forms of racing.
12. No radio communication between crew and driver, or driver to driver or music devices will be allowed on or inside of the racer helmet. This includes any bluetooth devices. Cameras and digital acquisition devices can be attached to the outside of the helmet, as long as the racer’s line of sight is not impaired in any form.
13. Any safety equipment questions should be directed to the AMMC Race Directors.

**Clean out/Safety Stands:**

1. Snowmobile safety stands that catch and retain track, track lugs, traction components and other items that are thrown by a track are mandatory (see illustration).



2. The stand must be no more than six (6) inches from the rear of the tunnel opening and no more than twelve (12) inches from the track. The safety stand will be constructed of metal equivalent to 6061/T6 aluminum, 1/8 inch thick. Side panels are mandatory, and they must extend at least to the center of the rear

axle. Vertical coverage must be no more than one (1) inch off the ground/ice and as high as the snowmobile support device. Coverage must be continuous (no lightening holes). A plywood liner is recommended to help absorb impact. Safety stand must maintain enough height to prevent track encountering ground/ice surface. The stand must be used whenever the rear of a snowmobile is raised to clean out the engine or track.

3. No full throttle operation while snowmobile is on warm up stand.
4. **Whenever sled is running on warmup stand, tether MUST BE ATTACHED to SOMEONE for safety.**

### **MANDATORY TECH INSPECTIONS AND TEARDOWNS**

#### **INSPECTIONS:**

1. All snowmobiles are required to be in their designated class locations 2 HOURS before the start of a race. Any sled that is not inspected during the allotted time will not be eligible for competition on that race day.
2. The tech director has the right to pull any and all valve covers, chain covers, or any other part required to execute a thorough and complete tech inspection.
3. Any sled found to be running parts that are not in compliance with AMMC Racing's rules may be disqualified.
4. Once a sled has been fully inspected, it may not be removed from the pits or competition area for any reason without approval from the Tech Director and/or Race Director. If a sled is removed without prior approval, penalties may apply.

#### **TEARDOWNS:**

1. Regardless of snowmobile equipment passing prior inspections, compliance with the rules must be made at the post-race inspection.
2. Once a snowmobile has completed registration to race it may be inspected at any time.
3. Tech Director will select the snowmobiles for mandatory teardown and inspection. Drivers will take their snowmobiles directly to Tech after completing the race. The snowmobile must remain in Tech until released by the Tech Director or a designated member of the Tech staff.
4. Driver and/or driver's mechanic will perform teardown to the point required by the Technical Director.
5. Any driver not reporting to Tech or refusing a teardown will be disqualified.
6. Inspected snowmobiles will not be reassembled by the inspection group.
7. Driver and/or driver's mechanic will be the only two (2) people allowed with the snowmobile in the inspection area.

8. The sanctioning organization assumes no responsibility for impounded snowmobiles.

### **Flag Rules**

#### **Green Flag**

1. The start of the race or signifies the course is clear and the race is in progress.

#### **Yellow Flag**

1. Displayed in track corners or along straightaways-signifies there is an additional safety hazard on the track.

#### **Red Flag**

1. The red flag means the race will stop immediately regardless of position of snowmobiles on the track. The red flag will be used if, in the opinion of the Race Director or AMMC Race Official, the track is unsafe to continue the race. Sleds should be brought to the starting line or pits if possible, using extreme caution. Sleds must not leave the track unless directed to by an AMMC Race Director, Race Official or flagger.

#### **Black Flag**

1. On closed course races (Sno-Cross included), should a vital sled component such as clutch guards, ski or ski loop, or seat become dislodged or discarded, AMMC Race Director or Race Official will display the black flag to the driver immediately as they cross the "finish" line. The driver will then need to immediately, as safely as possible leave the course and pull into the pit area.
2. A Black Flag will be displayed to the driver in the event their race conduct has become unsafe to themselves, fellow racers, and/or AMMC Race Directors, Officials, or flaggers. The driver will then need to immediately, as safely as possible leave the course and pull into the pit area.

#### **White Flag**

1. When displayed, drivers have started their last lap.

#### **Checkered Flag**

1. When the checkered flag is displayed, it means the race is complete.

#### **Blue Flag and or Blue with Yellow Diagonal**

1. For passing/this flag will be displayed to sleds being lapped.

## POINTS

### POINTS ARE AWARDED PER HEAT

<u>Place</u>		<u>Points</u>
1		10
2		9
3		8
4		7
5		6
6		5
7		4
8		3
9		2
10		1
11		1

### DITCHBANGER CLASS RULES

For 2026 ALL Ditchbanger Sleds will be raced in ONE Class

Riders under 18 years of age:

1. Riders under the age of eighteen (18) years are *required* to have a Minor Waiver on file. Waivers are available in this rulebook, the Raceday website, or in person at the track.
2. Riders under the age of eighteen (18) are *required* to sign the minor waiver and assumption of risk acknowledgment at rider check in at each event. Waivers are available in this rulebook, the Raceday website, or in person at the track.. No Exceptions!
3. Riders under the age of eighteen (18) *must* have a parent or legal guardian with them at check in.
4. **All riders must be 16 years of age or older by the day of the event to be able to compete.**

**MACHINE REQUIREMENTS (ALL CLASSES):**

**For 2026 you will need to provide your own numbers.** Every sled needs Large (black and white) numbers that are visible from both sides. Numbers must be at

least 7" tall with at least a 1" boarder around all sides. Recommended areas are on the side of the hood/belly pan or on the sides of the windshield. If they can't be read, you won't be scored. This will be enforced.

### **DITCHBANGER CLASS RULES**

**For 2026 ALL Ditchbanger Sleds will be raced in ONE Class**

#### **For all Ditchbanger Classes:**

- Any Polaris/Yamaha/Skidoo produced with trailing arms is legal.
- Any Arctic Cats that are ZR3/ZR2/ZR chassis or older are legal.
- (No Firecat, Crossfire, REV, IQ, RX1, etc)

#### **ENGINE**

1. EFI is only allowed on sleds that came with EFI from the OEM.
2. All other engine modifications are allowed.

#### **TRACK AND TRACTION**

1. Track Studs can measure a maximum of 1/2" max past lug.
2. All studs must be in between the rails.

#### **SKIS / RUNNERS**

1. All metal ski hoops must be padded.

#### **FRAME & BODY**

1. Snow flaps are required. It should be at least as low as the center of the rear skid wheels.
2. Gussets/plating/strengthening is allowed anywhere on the sled.
3. Safety items like clutch cover, brake shrouds/guards, and areas that can trap rider in rotating assemblies must function as designed by the OEM or be stronger.
4. All sleds must have a secure hood
5. Any seat is allowed. Seat must be securely fastened

#### **SKID FRAMES**

1. Allowed changes: aftermarket shocks, rail braces, adjustable limiter straps, upgraded axle /axle blocks, transfer block, wheels, torque arm reinforcement, torsion springs, hifax.
2. Rear suspension swaps are legal if the skid is out of a sled that is legal to race in a stock class.

3. A-arms / trailing arms are allowed to be reinforced. They can be replaced with arms from another year. Aftermarket arms are allowed but must maintain the stock geometry. Suspension travel must remain stock or offered on a legal sled with that chassis.

## **BRAKES**

1. Any brakes are allowed. Brakes must function properly at all times.

## **GENERAL SLED REQUIREMENTS**

**Safety Switch** - A functional and operational secondary safety shut off (kill switch) that will terminate ignition is mandatory for all classes.

**Tether Switch** - If a rider becomes dislodged from his/her machine or crashes, and the engine continues to run, and the tether switch fails to function or is not properly attached to the rider while the engine is running, the rider will be DQ'd from the heat in which the infraction occurred. It is the rider's responsibility to make sure that the tether is attached and functioning properly. A working tether must be attached to a person or racer and operational at all times that the sled is running.

**Brake Lever** - Brakes must be operational at all times. The brake lever must remain on the left, front side of the handlebar.

**Batteries** - No wet cell batteries (lead acid)

**Taillight** – Every sled must start the race with a working tail light. It may be a battery powered light they flash or is constantly on.

**AMMC Racing reserves the right to adapt their 2026 ditchbanger competition rules to support the region of racing within the State of Alaska at any time.**